



## Meeting Summary

Omaha Boulevards Master Plan  
Vireo Project No. 12040

Meeting Date: May 31, 2012  
Meeting Location: Elmwood Park Pavillion  
Summary Prepared By: Robin Fordyce

The following notes are Vireo's record of this meeting. To revise the notes, please send written comments to Vireo within one week of receipt.

This was the first of two public meetings to be held for the Omaha Boulevards Master Plan project. The purpose of the meeting was to give the public an introduction to and request feedback on the current system. The meeting was held at the Park Pavilion in Elmwood Park. Public input centered on:

- 1) understanding existing conditions and
- 2) prioritizing those items to consider in developing guidelines for the system. What should the design team be setting standards and guidelines for?

An estimated 60 people attended the meeting. Attendees included residents, neighborhood groups, agencies and government officials. Notice was provided via press releases, [www.engageomaha.com](http://www.engageomaha.com), direct mail and through advocacy groups. An overview of the information presented at the meeting general comments, comment card responses, and other comments are included.

### Handouts and Exhibits

Handouts provided to meeting participants included:

- Meeting overview handout
- Project Comment Card
- Three (3) Dots (for design criteria matrix)

Meeting participants were encouraged to reiew the following exhibits:

- **Welcome:** relevant meeting information
- **Historic system map with historic photos:** Context for how the system has changed over time.
- **Station Key Map:** Identified area of focus for each of the 3 stations to be viewed at the public meeting.
- **Design Criteria Matrix:** Matrix of possible standards/guidelines to define further through the Master Planning Process. One matrix provided at each station.
- **Enlargement Maps:** Enlarged aerial map of each of three focus areas
  - Station 1 - Fontenelle Blvd (south), Happy Hollow Blvd



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Omaha Boulevards Master Plan

May 31, 2012

Page 2 of 10

- Station 2 - Fontenelle Blvd (north), Florence Blvd, Kounze Park, John Creighton Blvd.
- Station 3 - Hansom Blvd, Bemis Neighborhood

### General Summary of Comments

A total of thirteen (13) hardcopy comment cards and one pre-written letter were returned to the project team during the public meeting. Generally, the feedback received related to:

- Spend available funds on maintaining what exists and prevent future development from imposing upon the system, preserve what is there.
- Slow speeds of traffic within the system, particularly in residential areas.
- Create a brand identity that relates to the character of each Boulevard and reduces signage "clutter" that currently exists throughout much of the system.

### Verbatim Comments from Comment Cards

The comment cards received read as follows:

1. Transit and Transportation
  - a. Are there any plans to align parks with the transit system, allowing parks to be used as bus stops or transfer stations?
  - b. Are the bike & pedestrian projects intended for recreation only, or are they connected with the transportation grid?
2. Minne Lusa wants to be a bike friendly neighborhood, we would like bike lanes connecting Minne Lusa to Downtown VIA Minne Lusa Blvd connecting to Florence Blvd and continued to Downtown.
3. Keep Hansom Blvd with marking on both sides & 2 way traffic - This is important since many homes do not have driveways and alley ways are poorly maintained. Better street lights with more aesthetic features would be nice. Remember that there are older historic homes that cannot be moved.
4. Streets are for vehicles. Do not spend money to modify them for bicycle traffic.
5. Remove large silver box (or landscape around it) at the north end of Minne Lusa Blvd
6. I grew up on Minne Lusa Blvd in the '60's & '70's. It was and is a WONDERFUL PLACE!  
Thank you to all of you for all of your efforts to maintain and improve our area.
7. Carolyn Mercer was my grandfather's sister, and we might consider funding the first of a series of historic plaques paced along side her park at 38th & Mercer Blvd. near where we live at 914 Mercer Blvd.





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Omaha Boulevards Master Plan

May 31, 2012

Page 4 of 10

wonderful street and those who live next to it enjoy its proximity, There are a few issues that should be looked at.

**Road Resurfacing:** First is the road needs to be resurfaced and it should be with an road aggregate that is designed to be salt resistant and last for at least a couple of decades before it develops potholes and cratering. Along the entire length there is at least four different types of surfaces and at least three different types of repair materials that are used along the route.

Consider using interstate grade concrete that Nebraska Highway system uses on the interstates currently. The aggregate is quite resistant to cratering and heavy use. It is also more resistant to salt and doesn't fracture as easily. The cost may actually be only minimally more than expensive than the current road grades of concrete.

**Traffic Calming:** Second, the current traffic is picking up in numbers and speed. The typical speed limit is 25 to 30 miles an hour. Along the longer stretches the speed of many of the drivers exceeds the limit by 5 to 15 miles per hour. Given the two schools and the number of pedestrians that cross and the number of cars that enter from the neighborhoods the risk of accidents is quite real. I have almost been run over twice crossing the street by speeding cars. Finding ways to slow traffic along the route especially along the longer stretches would make it less risky.

Curb bumpouts might help

Warning signage with better prominently displayed speed limits would also help

Five-way intersection where Western, Happy Hollow and 52nd Street is a five way that is chaotic to enter and exit from - consider a traffic island and making the traffic travel in a one way circular pattern. It would slow traffic, improve safety for entry and exiting.

**Pedestrian Safety:** Improve pedestrian crosswalks - currently crosswalks are variably marked and the paint is fading. Consider using a methylacryl sprayable plastic surface for marking the roads and impending reflective beads - it takes 20 minutes to dry and lasts much longer than other traditional road paints. Key intersections should be better marked and warning signage should be larger.

**Change the curbs:** If resurfacing change the curbs from the current 90 degree angulation to a 20 to 30 degree angulation. The former catches leaf matter during the fall leaf drop and forces snow melt out into the streets where it freezes and makes slick



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Omaha Boulevards Master Plan

May 31, 2012

Page 5 of 10

spots. The city should also schedule street sweeping after the fall leaf drop to avoid the clogging of the road drains which forces large swaths of freezing water onto the roads.

**Coordination of other construction activity:** The city should coordinate other repair replacement activity for electrical gas and pipelines - it makes sense to rebuild a new road only to have section of it torn up for some other underground construction activity underneath the new street.

**Tree Canopy:** Trees to be more regulatory trimmed and diseased trees should be replaced with more mature trees. The current practice seems to be to place a one or two foot seedlings in their place. Doesn't seem like an effective replacement. Consider replacing with 6 to 8 foot saplings that have a better chance to survive and grow into mature trees.

Thank you for the opportunity to present my suggestions

### Comments from Flip Charts

#### **Station 1**

- Branding - make special, signage, lighting, monuments at entry/exit to each section
- Use large replacement trees where one dies - use appropriate species
  - Historic Species:
    - Catawba
    - Catalpa
    - Sycamore
- Bike lane on north Happy Hollow too wide, not well maintained
- If it isn't broke, don't fix it.

#### **Station 2**

- Budget for tree trimming?
- Take care of what we have!
  - Storm drain cleaning
  - Street Sweeping - Happy Hollow
- No Parking in bike lane enforced
- WW1 Monuments - keep or have public process to relocate



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Omaha Boulevards Master Plan

May 31, 2012

Page 6 of 10

- Fontenelle - Please don't widen
- Replace elms on Minne Lusa
- Zoysa as a turf solution? - full sun areas
- Soil replacement
- Coordinate with HDR work
- Treescape species - bring back elms

### **Station 3**

- No roundabouts less than 150' in diameter
- Incorporate wayfinding signage without post "clutter"
- Happy Hollow & Western Ave Sign too close to edge of trail. Safety concern for bikers turning the corner
- Drainage issues where improvement to curbs end - pooling of run-off
- Fontenelle Blvd - provide curb-cuts in all intersections.
- Curving & Horizontal Alignment
- Reduce signage CLUTTER
- Set aside one side of the boulevard for trails or BMP's - narrow roadways to only one side of median.

## Design Criteria Matrix Results



# DESIGN CRITERIA PRIORITIES

Green Streets Plan	Urban Design Handbook	Streetscape Handbook	Boulevard Design Guidelines	Standard Boulevard Design Criteria (KCMO Source)	Staff Top Priorities	Public Top Priorities
				<b>Right-of-way and Roadway Design</b>		
●			65-100 ft.	1 Right-of-way width	1	1
●		●	25 ft. (2 blocks)	2 Median (required and size)	1	
●				3 Lane Width	1	
●				4 Number of Through Lanes	1	1
●				5 Turn and Deceleration Lanes (not in historic system)		
●				6 Curb Return Radius	1	1
●	●	●		7 Slower Speed - Define Maximum Design and Posted	1	11
●				8 On Street Parking Allowed - Both / One Side		
				9 Median Cuts / Intersections - How Often	1	
			20 ft. (10' btwn)	10 Driveway Curb Cuts - How Wide and How Often		
●			●	11 Buildings Required to Face Street		
				12 Truck Traffic Prohibited		2
		●	● (Blvd only)	13 Street Light Spacing and Style	2	15
				<b>Bicycle and Pedestrian Accomodation</b>		
●	●	●	6 ft.	14 Sidewalks Both Sides (8ft. wide)	4	5
●				15 Trails	1	4
●		●		16 Bike Facilities (Lanes, Sharrow, Share the Road Signage)	2	11
		●		17 Pedestrian Lights		1
				<b>Amenities</b>		
●		●		18 Special Paving In Crosswalks	1	3
●	●	●		19 Boulevard / Median Landscaping	1	12
●			13 ft.	20 Tree Lawn Width	3	6
				21 Recreational Spaces	2	1
			List	22 Plant Species	2	4
●		●		23 Stormwater Best Management Practices	2	2
				24 Water Features	1	1
		●		25 Artwork and Ornamentation		6
		●		26 Memorials / Monuments		3
		●		27 Wayfinding, Interpretive Signs, Historic Markers	6	17
		●		28 Banners		
	●	●		29 Street Furniture		1
				<b>Other</b>		
	●			30 Overhead Utility Lines / Utility Box Location & Screening	1	1
		●		31 Fencing Materials		
	●	●		32 Wall Materials		
●	●		**35 ft.	33 Building Setbacks	2	1
				<b>Additions From Criteria Sources Other Than KCMO</b>		
			** Rnd Gloss Blk	34 Sign Posts		
			Logo	35 Street Signs		
		●		36 Use of Sustainable / Local Materials		
				37 Connectivity	2	11
				38 Design & Safety/Historic Integrity	1	12
				39 Roadway Material		2
				40 Traffic Calming		5
				41 Preserve Neighborhood Character		4



## Enlargement Map Comments





